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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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BIRTHS.

On July 26th, at Shanghai, to Mr. and Mrs. J. V. C. Davis, a son.

On July 29th, at Shanghai, to Captain and Mrs. G. C. Furber, a son.

DEATH.

On July 26th, at Shanghai, CATHERINE MARIA, the only daughter of Mr. and Mrs. F. H. Castro, aged 3 months.

HONGKONG OFFICE: 10A, DES VUEX ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 5TH, 1907.

It is very well for foreign nations and Japan to combine with the object among other things of keeping China together; but it is difficult to see what can be done in this direction if China will not or cannot make some bona fide effort in this direction herself. Nobody is so unreasonable as to suppose that the necessary changes can be introduced into an Empire like China without due time and careful preparation. So obviously is this the case that European nations and the United States have concurred in recognising that China is entitled to full consideration on this ground, and have been unwilling to force her (as an energetic American paper once put it) to "hurry up with her reforms." This, however, has now been going on ever since the Treaty of Tientsin—that is for close upon half a century—and China does not seem much nearer the kind of reform that is required than she was then. What is wanted, both for her own benefit and that of foreign nations connected with her, is such an improvement in her internal administration as will secure her solidarity and prevent her at any time becoming so broken up that she would become a prey to any nation who

might be enterprising enough to step in and establish itself over some portion of her vast territory. So long as China can hold together even in a somewhat squishy, not to say rotten, manner, it is possible for European nations to treat her with so much consideration that she can manage to keep going. This for many reasons it has been found by European nations desirable to do; and Chinese statesmen have been astute enough to avail themselves of the situation; and to make but the minimum of efforts at reform, trusting to the turn of events to get over any difficulties which might arise. Of late there has been some awakening to the true state of affairs—and at least the more enlightened among the Chinese recognise that unless China can secure something better than at present exists in her internal administration, the day must inevitably come when her policy of abatement will be no longer possible. Notwithstanding all their conceit and self-satisfaction, many of the chief Chinese statesmen have been unable to disguise from themselves this very obvious bearing of the subject. Indeed the history of the past half century shows that the Chinese have all along been fairly alive to it. Their hope has always been that if things became seriously disturbed in China, European nations (and more especially Great Britain) could be relied upon to come to the rescue, and set the house, if not really in order, at least sufficiently so to enable treaty relations to continue as little disturbed as usual; and then *de capo*—the same old song goes on again until the next serious outbreak; and another setting of things together by the aid of the foreigner. It was thus after the Taiping Rebellion and has been the same in other minor instances since. Indeed, little as it was suspected, there was probably some idea of the kind underlying the extraordinary conduct of the Chinese in firing upon the foreign shipping indiscriminately at the time of the Boxer outbreak. They probably had a shrewd idea that foreign nations generally would not combine for any serious hostilities against them; and that for the sake of having some one to negotiate with, they would be willing to come to easy terms after any reprisals they might jointly take—as in effect proved to be the case. However this may be, there is good reason to believe that the Chinese still rely upon their old policy of getting in foreigners to the rescue in the event of any serious internal outbreak, and (what is more important) thrusting them aside, when once the immediate difficulties have been surmounted. The marvel is that they have been able to pursue these dangerous tactics successfully for so many years; and it requires more than Chinese optimism to hope that they can be kept up in perpetuity. Hitherto the jealousies between foreign nations have enabled the Chinese to succeed; but it is clear that these are now much less to be relied upon than they were formerly. Foreign nations are seeing the advantage of joint action and are willing to set rivalries aside and join together for their common good. Of course there is room to hope that even in these circumstances, they might do up to their advantage to assist the Chinese to put down any serious rebellion that might arise, but it can hardly be supposed that they would do without some guarantee of improvement in the internal administration of the country; which is the cause of such disturbances periodically recurring. This would probably mean something in the form of material assistance—and the present day, who would be likely to offer such assistance or who could render it with any effect would be Japan. If matters however are allowed to drift to this point—and Japan be allowed to thus obtain a footing in China, it is obvious that the time would arrive when she would require a *quid pro quo* for her assistance—and would in all likelihood obtain a permanent position in the country, or at least as strong a footing as she has secured in Korea. If affairs should reach this point, it is doubtful whether European nations and the United States, wearied as they are with China's repeatedly unfulfilled promises of reform, would be disposed to offer the same opposition to Japan that would be made to the like action on the part of one of themselves.

The subject of embolic non-mutation again comes up for consideration at the meeting of the Sanitary Board on Tuesday.

The shop and stock of Mr. Hoosain Ali in Queen's Road were not damaged by the Hongkong Hotel collapse as stated in a previous issue.

The machinery at the Tytam Tuk Waterworks is now ready to commence work, and the pumping plant is practically erected.

Saturday was the anniversary of the birthday of King Haakon of Norway, and yesterday was the anniversary of the birthday of the Emperor of China.

Lieut. Col. J. M. Reid, R.A.M.C., having returned from leave has, with the approval of H.E. the Governor, resumed his appointment as a member of the Sanitary Board.

At the Magistrate's, on August 12th, Mr. H. M. Ring will apply to the Justices of the Peace for an adjourned licence to sell by retail intoxicating liquors at the Carlton House.

It was feared that Friday night's storm would result in little damage, especially to the wrecked portion of the Hongkong Hotel, but fortunately none has been reported, beyond a few broken windows.

A tender for erecting a new Land Office at Tai-po has been accepted, and work will soon be started. The new building is to be erected on the site of the old administration building near the Police Station.

His Excellency the Officer Administering the Government has given his assent, in the name and on behalf of His Majesty the King, to Ordinance No. 11 of 1907—An Ordinance relating to Life Insurance Companies.

The Waiwupu has instructed the Shanghai Taitai to prevent the construction of the tram-line into Chinese territory at Isowai, and his Honour Jui Ching has accordingly communicated with the French Consul General on the subject.

The San Francisco Chronicle says that it shows the enormous demand for labor when the managers of bureaux in Canada are willing to pay \$500 head tax to secure able-bodied Chinese coolies. It was not so many years ago when one-tenth of this sum would have been regarded as too much to pay for an ordinary coolie.

The Chamber of Commerce at Haiphong has brought under the notice of the Resident Superior two publications referring to the circulation of subsidiary coin from Canton and Hongkong, pointing to the large quantities of this money imported from these places, and requesting that steps be taken to stop the entrance of this foreign money.

The Gazette notifies with reference to Government Notification No. 481 of the 25th July, 1907, that the words "and not plying for hire" should be substituted for the words "and not applying for hire" in the second line of the Provision to the Regulations for Motor Boats made by the Officer Administering the Government-in-Council on the 25th day of July 1907.

Alterations in the numbering of houses in Victoria, Hill District, Tung Lo Wan, Shaikwan West, Sai Wan Ho, Apichau, Kowloon Point, Mongkokkai, and Pak Tam Haung have been made under the provisions of Ordinance No. 6 of 1901, section 41, and are published in the Gazette. Copies of such alterations can be obtained at the Treasury on application.

The British and Chinese Commissioners, who have been discussing terms with reference to the construction of the Yunnan railway, have signed an agreement, in which it is set down in the matter of jurisdiction that all matters in connection with the railway within the confines of Yunnan province shall be entirely under the control of Chinese, while the railway within Burmese territory is to be entirely under British control.

H.E. the Governor has been pleased to nominate, under the provisions of section 4 of the Crown Lands Resumption Ordinance, 1900, the Hon. Mr. W. Chatham, C.M.G., Director of Public Works, to be a member of a Board of Arbitrators appointed under the chairmanship of His Honour, Mr. Justice Wise, to determine the amount of compensation to be paid in respect of the resumption of Lots Nos. 410, 417, 418, 422, 423, 452, 453, 454, 455, 456, 457, and a portion of 421 in New Kowloon Survey District No. 1.

Mr. A. J. Bowden, chief engineer of the French steamer *Hanoi*, died at sea on the 31st ultimo, and his remains were committed to the deep. Just before the vessel left Haiphong, the Chief remarked that he did not feel well, and as the vessel crossed the bar he grew rapidly worse and succumbed about two hours later. Mr. Bowden was one of the oldest servants of the Company, having been in their employ for about eight years. He was a favourite with his brother officers, and many friends in Hongkong will learn with regret of his death.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 31st July, 1907, as certified by the managers of the respective banks, are as under:—

Banks.	Average Amount in Circulation.	Specie in Reserve.
Chartered Bank of India, Australia and China.	3,156,435	2,300,000
Hongkong and Shanghai Banking Corporation.	16,301,765	11,000,000
National Bank of China, Limited.	235,300	125,000
Total.	\$19,693,500	\$13,425,000

H.E. the Governor Sir Frederick Lugard, under and by virtue of the powers conferred on him by the Chinese Passengers' Act, proclaims and declares that, for the purposes of the said Act, the voyage of any Chinese Passenger Ship from Hongkong or any port of China to the Islands of Banku and Billiton shall be deemed to be a voyage of eleven days' duration and a like voyage to the port of Macassar, in the Island of Celebes, shall be deemed to be a voyage of seventeen days' duration; and that accordingly these voyages shall be deemed to be voyages of "not more than thirty days' duration" within the meaning of Section 4 of The Chinese Emigration Ordinance, 1889, of Hongkong.

The *Cableman* says that the party that desires immediate independence of the Philippine Islands proved its popularity by the election on July 30th, all over the archipelago. The independence advocates won. At two o'clock this morning, [31st] when the *Cableman* was closed its forms, there were lacking in the city four precincts, but Guerrero was a sure winner and Gomez apparently had a plurality over Lukban-Lukban, however, will contest the election. The full dot it will not be in until late today and some of them not for several days. The cable to Manila is broken and these returns must come by mail.

It is reported from Amoy that the shops and divans of Tungsansien, Changchun prefecture, have all closed business in obedience to the orders of the authorities. The district Magistrate of that city, with an eye to business, has, however, opened a so-called government bureau for the sale of prepared opium, where opium smokers of the age exempted by law (from sixty and above) may after registration purchase the drug for their own use only and only in a limited quantity as set down in the registration certificate. This business is a monopoly on the part of the Magistrate, is, however, unpopular with the people of Tungsansien, and murmurs of discontent are now heard which threaten rebellion.

At the Shanghai Mixed Court on July 29th Tsai Tsien-ze, aged 23, was charged with absconding from her husband. Dr. Sergt. Brown stated that he found the accused in the house of a lawyer's interpreter in the Sincia district, where she took lessons in French. It appears that the young lady was a foreign student, who speaks several languages, and plays the piano. She has an excellent English vocabulary, as the Detective who went in search of her found to his cost. She stated to the Court that she had been ill-treated, but her appearance did not bear out the statement, and it would seem more probable that she found married life monotonous after her college course. Her husband is a respectable man of the merchant class, but unfortunately not a great linguist. The Magistrate ordered the lady to return to her husband, a decision that quite infuriated her. The moral seems to be that foreign education does not necessarily aid to domestic happiness, reflects the N.C. Daily News.

THE GOVERNOR'S PERIL.

BOTH COXSMAINS IN FAULT.
Before Commander Basil R.H. Taylor, R.N., at the Marine Magistrate's Court on Saturday morning an inquiry was held into the collision which took place in the harbour on Thursday between the launch *Tai Koo Hing* and the Government launch *Victoria*.
Shek Mi Fan, master of *Tai Koo Hing*, said that he was going to the S.S. *Chingta*, and when near *Victoria* saw the *Victoria*, crossing at right angles, about 100 yards off. Both launches kept on, and when witness saw that a collision was imminent he went full speed astern; he did not blow his whistle. The *Victoria* came on and hit witness's launch on the port bow. A "Star" Ferry launch was going in the same direction, 100 yards ahead of witness.

Mr. W. Brown, master of the *Chingta*, said he was on board his ship at the time of the collision, and it appeared to him that both launches went full speed astern just before the collision, the *Tai Koo Hing* first. Witness noticed the Governor's flag at the bows of the *Victoria*, and that drew his attention to her progress. He first saw the two launches one and a half minutes before the collision, and they must have been in sight of each other all the time. He considered the *Victoria* in fault.

Loung Tai, coxswain of the *Victoria*, said he embarked his Excellency the Governor at Blaise Pier, to take him to the *Tamar*. When he got near the bows of the *Tai Koo Hing* he saw the *Tai Koo Hing*. The latter gave two blasts on her whistle to indicate that she was going to starboard, so witness kept straight on. Instead of starboarding her helm the *Tai Koo Hing* also kept straight on, and witness went astern. The *Victoria*, then also went astern, and the collision took place.

Captain Taylor, A.D.C. to his Excellency the Governor, said as far as he remembered they were half way between the *Zepher* and the *Tamar* at the time of the collision. He heard no whistle. He was going to the *Tamar* at the time. The launches were two boat lengths apart. He could not say who was in fault.

Chang Lu Po, a deck hand on the *Tai Koo Hing*, said that that launch did not blow her whistle.

His Worship—There is not sufficient evidence to enable me to form an exact opinion in this case. My knowledge of the locality leads me to the opinion that the evidence of the coxswain of the *Tai Koo Hing* is not wholly true, while there is nothing incompatible with facts in that of the coxswain of the *Victoria*. Therefore, taking the evidence of the master of the *Chingta* into consideration, I find that both coxswains were guilty of an error of judgment. Both certificates may be returned to their owners.

Admiral Farr put but a curious way of keeping his men up to their work. At any moment of the day or night he would have a false alarm of fire raised. The men at first resented it, but in time they came to take it in the right spirit, and would tumble out of their berths at dead of night and rush to quarters with the alacrity and orderliness of the London Fire Brigade. One day his ship was captured by an enemy, a new crew put on board, and the original transferred to the conqueror. That night the old fire alarm was quietly conveyed to the prisoners. Each man responded, but instead of a fire, they put out the light of their captors. The rising came so suddenly and silently as to be wholly unlooked for. The ship having been made the property of the prisoners, the other was next boarded and the crew of that also made prisoners. And, from having been captives on board an enemy's vessel, the "freemen" were in the happy position of being able to make for port masters again of their own craft and of that by which they had been captured.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

MOROCCO.

LONDON, August 4th.
The situation in Morocco is alarming. France and Spain are sending troops.

THE BELFAST RIOTS.

LONDON, August 4th.
Belfast is now quieter.

[REUTERS' SERVICE.]

MORE TROUBLE IN MOROCCO.

LONDON, August 1st.
News from Tangier says that three tribes have raided Casablanca, resenting the construction of the harbour works and railways. It is stated that five Frenchmen, two Italians, and one Spaniard have been killed, and a number of workmen massacred. A German ship brought the survivors to Tangier.

The French cruiser *Galilee* has left Tangier for Casablanca, where the townspeople, headed by the tribism have perpetrated many murders.

It is understood that France has proposed to Spain to land a Franco-Spanish force at Casablanca in accordance with the policing powers under the treaty of Algiers.

THE BRITISH NAVY ESTIMATES.

LONDON, August 1st.
The House of Commons has adopted the Navy Estimates, rejecting a Radical motion for a reduction, by 263/86.

RESULT OF THE GOODWOOD CUP.

LONDON, August 1st.
1.—White Knight.
2.—Madame Sotheby.
3.—Malwa.

THE PEKIN TO PARIS MOTOR RACE.

LONDON, August 1st.
Prince Borghese has arrived at St. Petersburg.

JAPAN IN KOREA.

LONDON, August 1st.
The Japanese have disbanded the Korean army. Four Koreans were killed and wounded in the riots, which followed the disbandment.

THE HAGUE CONFERENCE.

LONDON, August 2nd.
In a debate on the Foreign Office vote, Sir Edward Grey referring to the Hague, said that the Government was reluctant to make a disarmament proposal which would turn a friendly into a divided Conference, but even if no definite results had been reached they had at least prevented the subject from dropping.

THE EVICTED TENANTS BILL.

LONDON, August 2nd.
The Evicted Tenants Bill has passed its third reading in the House of Commons, by 228/42.

HONGKONG HOTEL COLLAPSE.

Most of the debris has been cleared from the scene of the collapse at the Hongkong Hotel and the full extent of the building wreckage can now be appreciated. One of the two missing bodies was recovered on Saturday morning in Messrs. Kuhn and Komor's show room. The head was so battered that recognition was impossible.

COMET d. 1907.

The comet discovered on the morning of June 10th by Professor Daniel of the Princeton Observatory, New Jersey, U.S.A., promises to become of considerable interest. It was clear from the nature of its observed motion at the time of its discovery, that it was moving nearly in the plane of the ecliptic; it is now apparent that it will approach the earth's orbit pretty closely, for when in perihelion on September 2nd it will be less than 30 millions of miles outside it. Had the comet delayed its arrival for another six weeks we should probably have had a fine spectacle at its perihelion; but as it is, we shall not reach the point of nearest approach of the two orbits until October 10th. Still, as things actually are, the earth in her orbit is now moving almost straight towards the comet, and consequently the latter appears to be steadily getting brighter. On July 6th it will be twice as bright as at its discovery, and the rate of increase in brightness will become quicker as time goes on. It will probably be at its best towards the end of August when it may be visible to the naked eye, though it is hardly likely to become at all conspicuous. At present it is moving through the constellation Pegasus, but not nearly so brilliant stars. It will be due South of Epsilon Piscium on July 2nd.

POLICE COURT.

Saturday, 3rd August.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

AN EXILE'S RETURN.

A native named Sin Tai-hoo appeared before his Worship on a charge of returning from banishment. The defendant was recognised and arrested by Sergeant Appleton at Yamat last week and at the Police Station stated that he had been asked to return to Hongkong by Mr. E. H. Neave, second berthing master of the Godown, Co. at Kowloon, to give evidence in a certain case.

His Worship asked Mr. Neave, who was present if such was the case.

Mr. Neave—Yes, your Worship. It is entirely my fault.

His Worship—Did you know that he was banished from the Colony?

Mr. Neave—No. In consequence of the loss of a large quantity of the Company's coal at Whampoa, I proceeded to Canton to make inquiries into the affair. There I met the defendant, and asked him to come to Hongkong as a witness, and he appeared to know all about the case.

The case was remanded.

FEARS OF A BYCOTT.

Mr. J. Eadie, an engineer residing at Quarry Bay, prosecuted Wong Yau, his houseboy, for the larceny of \$70, to which charge accused pleaded not guilty.

Complainant testified to taking \$70 from his safe on Friday afternoon, and placing it in the inner pocket of his jacket, which he hung up in the wardrobe. Early on Saturday morning when he went for his money he found that it was not there, and meantime a body had been in his house but the defendant. Prosecutor warned defendant that he would not leave the house until the money was replaced. Then he went into the front room, and after he had been there a few minutes the boy called him and told him the money was in his pocket. As witness was positive the money was not there when he searched, he gave the boy in charge, and in conclusion stated that only a week or two ago he missed \$30 from the same pocket.

His Worship—Why did you not get another boy then? You were very foolish to leave money in such an open place.

Complainant—It would be all the same. In consequence of this case, I know, I will be boycotted by all the boys at Quarry Bay.

Defendant stated that his master informed him he had mislaid \$70, and asked him to look for it. After a search he found the money in one of his master's pockets.

Defendant was dismissed.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

ALLEGED KIDNAPING.

A Chinese matron from Haiphong was charged with kidnapping a married woman from Kowloon City last month. Mr. E. R. H. Lang (of Messrs. Deacons, Looker and Deacons) appeared for the defendant, and pleaded not guilty.

It appears that the woman from the native city was carrying a load of pigwash along the road when the defendant stopped her and asked her why she worked so hard in Hongkong when, if she went to Singapore she would have little work to do, and would get more money for doing it. The countrywoman was willing to proceed to such an Eldorado and accompanied her newly found friend to Hongkong. From here she was shipped to Macao, and meantime her mother informed the police of her daughter's disappearance. When defendant learned that the police were making inquiries she desisted, the complainant back to Hongkong, and when she followed later was arrested by Detective Sergeant Grant.

The case was adjourned, and bail fixed at \$250.

WATER POLO SHIELD COMPETITION.

The competition table is as follows:—

Played	Won	Lost	Drawn	Points
V.R.C. "A"	3	0	0	9
8th Co. R.G.A.	3	0	0	9
Corinthian Y.C.	3	2	1	6
Royal Hongkong Y.C.	3	2	1	6
Royal Engineers "A"	2	1	0	3
V.R.C. "B"	3	1	2	3
Royal Engineers "B"	2	0	2	0
Middlesex "A"	2	0	2	0
"B"	3	0	3	0

THE FUTURE OF CHINA.

In January, 1915, a law of military reorganization was promulgated in China, and since that date various circumstances have borne witness to the gradual development of a Chinese national army. By the mail there came news that the Japanese had made considerable progress in subduing the wild parts of Formosa, and had done so with the help of Chinese soldiers who had behaved heroically in circumstances which would have tried the courage and endurance of the most hardened veterans. Taken together these two facts are full of significance. The late war was fought mainly to decide whether influence in China was to be exercised by Japan or Russia, and the victorious nation has not only got at the present time considerable political influence in China, but she is also providing a number of instructors for the reformed Chinese army. Now that the fighting qualities of Chinese soldiers when capably led have been tested, there is revealed the possibility of the political kaleidoscope being so turned as to alter the state of affairs in Asia. We are aware of the great difference in character which divides the many peoples who make up the population of the Chinese Empire, but when every allowance is made for that there must remain an almost incalculable number capable of being made into soldiers. A national Chinese army, trained and led by Japanese officers, would be a new and most formidable factor in politics. —Times of India.

"FLORODORA."

If theatrical companies visiting Hongkong could always have audiences so crowded and so enthusiastic as that which attended Mr. Bandmann's presentation of "Florodora" on Saturday night, they would come often, and perhaps take more pains to please. It must have been encouraging, not only to the entrepreneur, but also to the players. That frivolous section of society which loves comedies might have asked, had they thought of it, how the company resembled Prometheus; and the perhaps too obvious answer would have been that they took fire from the "gods." The cries of "encore," variously pronounced but invariably insistent and sincere, lengthened what is usually a long performance so that the chimes of midnight found the audience unsated, not unsatisfied; while the players, who opened the proceedings in a bored, half-hearted manner, were obviously warmed to their work. That keen pursuit of profit which has founded the habit of demanding ten cents for a seat at advertisements containing incidentally the names of the cast prevents us from distinguishing individual players with glory. Either faulty enunciation or the bad acoustics of the newly decorated hall left us very much in the dark as to who's who, though it was easy to see who's what. Mr. Cole's name is as unforgettable as his genial presence, for is he not "a jolly old soul?" As nimble as ever, by sheer impudence and a cheerful grin he persuaded the audience that every time he opened his mouth they had to laugh, and they were—were certainly amused. It was too exorbitantly funny when he called another man a "fat-head," we all rolled in our seats. When he received a telegram, and announced that it brought news of a friend being looked up for being drunk and incapable; when, furthermore, he soiled a tin pail and walked off with it, explaining that he was going to "bail him out," our case was hopeless, and we shed exultatory tears. Truly humour is potent. There were other characters who tried to be funny. This seems a hard way of expressing it, but that is Mr. Cole's fault. No one can seem really funny beside him; all others must seem to be merely trying, joking with difficulty. Really some of their jokes, carefully prepared, were quite good, but if their authors hope for appreciation, they must first arrange for the assassination of Mr. Cole. The librettist of "Florodora" would probably be the first to thank them. The gentleman who sang "My Dolores"—Mr. Cole nearly made us forget that it was a musical piece, and not a pantomime burlesque—has a very pleasant voice indeed, well controlled, and though his stage mannerisms are not always appropriate, he gave the impression of singing with some feeling. He dwells on the word "will" in the refrain in a way neither required by the score nor by the art of emphasis; and his voice is quite flexible enough to manage the attack without artifice. It is probably just a habit. The "Dolores" to whom he sang seemed a little hoarse, but the audience found no fault—according to the "jolly enthusiastic applause at every appearance. The young man who is the favoured suitor of the millionaire's daughter—those who were present may recall him better as the young man who had spilled two ronge pots on his cheekbones—also has a most useful voice, which probably gets better chances of display in other pieces. The whole entertainment obviously and unmistakably delighted the full house.

THE LATE MR JOHN DODD.

The N. C. Daily News of July 30 says:—A paragraph appears in the "Hongkong Daily Press" of July 20th announcing the death, at home, of an old resident in the East, Mr. John Dodd, at the age of sixty-nine, and referring more especially to his journalistic contributions, but the following additional incidents in his career will doubtless be of interest to a large circle of his friends and contemporaries. Mr. Dodd arrived in Hongkong in 1850 to join the old firm of Dent & Co., to whose founders he was closely related; he would in course of time have been made a partner, but while still very young the firm went into liquidation in the year 1856; he was then acting as their agent in Tamsui, Formosa, and continued to carry on the business there in his own name for a number of years. It was the original founder of the Formosa Press, which has assumed such immense proportions, but he shared the fate of many pioneers in seeing the trade first pass into Chinese hands, and subsequently into Japanese, when he quitted the island sixteen years ago to reside in North Wales. It was during his residence in Formosa that he distinguished himself in company with the late Mr. A. R. Margary (whose memorial column now stands in the Public Gardens at Shanghai) by saving the crew of the French tugboat Adele, which had been driven on the rocks at Keung and broken in half in the typhoon of 1872. Mr. Dodd swam off with a rope, by the light of a campfire on shore, and gained the other part of the ship, but found the crew all huddled together in the forepart; in crossing the broken part of the ship, he was badly hurt in the back by some loose timbers, but managed to reach the crew, and was then joined by Mr. Margary; these two brave men passed the trembling Frenchmen one by one to the shore and eventually followed them in safety; for this act of heroism each received the Albert medal of the First Class, as well as the Humane Society's gold medal. Mr. Dodd was a sportsman in every sense of the word, he was *facile princeps* in riding, rowing, shooting, etc., as well as being a most enthusiastic volunteer; as the latter he was the first adjutant of the Hongkong Corps; he was extremely popular and ready to join in anything, and being very hospitable, generous and straightforward, he had consequently hosts of friends and admirers; but he entered the army, for which he was better fitted by nature than for quiet mercantile career, he would have made a splendid soldier, being absolutely fearless even to enthusiasm on many occasions. This brief tribute to his memory is now written by one who was his closest and greatest friend for nearly forty-four years, and who can testify to his worth and charming personality.

THE TRANS-ASIA MOTOR RUN.

The Daily Telegraph says:—Our Correspondent accompanying the motorcade from Peking to Paris has enabled the world at large to enter into the kaleidoscopic whirl of an unprecedented experience. Day after day we have had from him a series of compact and brilliant messages, written and despatched in strange places, and reaching their destination in some cases by means unknown to their author, and surprising to ourselves. There has not lately been a more exhilarating episode in the routine of the Press, which feeds upon marvels as on daily bread, and requires an altogether unusual stimulus before it can be induced, like Waterloo, to wonder at its own wonders. The sense in these telegrams of rapid contact between semi-Asiatic barbarism, gleaming in its old simplicity, and the potent invention of the West strikes upon imagination like the clash of a Burmese gong in a modern house—the barbaric summons to the refinements of a Parisian menu and the latest topics of good conversation. There has been nothing like this scurrying of the plains of Tartary since the flight of Maseppa. Our representative has a seat in the car driven by Prince Borghese, which so far has been in this strange, rush into solitude, seeming often as trackless and illimitable as the sea. No human being has ever crossed these regions before except on horseback, on camels, or on foot. At this pace the same ground has never been traversed since the planet heaved out of chaos. The most important doubt hatched in the experiment is already solved. The worst part of the route is behind the motorcade, and their journey from the Peking City to the Seine is perfectly feasible may be taken as proved. Nevertheless, the dramatic interest of the journey overpowers the technical Maseppa saw the forests roll, the steppes slide, and the stars hurry down the night like a shawl of silver scales in a fast current, as the wild horse that would legend swept on. But our automobilists are taking over a shorter way with the world. They cover a province before breakfast. They cross a country in a day. By now they have put one Empire behind and have begun to scamper over another. It is a demon survey of half the circumference of the globe.

If this is the character presented to our imagination by the long ride, what must be the effect upon the minds of the scholar-mandarin and pastoral savages who have seen these inexplicable machines whirling into their ken. After leaving Peking the motorcade passed the towers of the Great Wall—said to be one of the few sights in the world which does not disappoint—as their confines in this and other countries race past telegraph poles. Even beyond the venerable rampart which still marches over crest and hollow, the automobilists kept in sight of the telegraph posts as well as the towers. In offices which had not been asked for years to send a wire from Peking to anywhere—Shanghai, Hongkong, or elsewhere—the telegraph apparatus had almost been forgotten—our Correspondent confronted the Celestial operator, found impressively close to his duty, we have no doubt, with that mysterious form of Western document, a descriptive cablegram. Flocks of antelopes fled before the cars, as a school of porpoises scatters from the bows of a racing liner. The sandhills, stretching as far as the eye could reach like the waves of an arid and silently-moving ocean, were round the travellers the labyrinth of their stealthy curves. Our Correspondent's vignettes of that region must have recalled passages from Sir Frank Young's husband's book, "The Heart of a Continent," Mongolian shepherds, devoid of fear, but full of amazement, watched the magic course of the horseless chariots might be stayed; and when Prince Borghese reined in the hippopotamus, the motorcade was in a state of excitement, delighting with cheer imaginative sympathy, in the triumph of speed. For these are of the race that once thundered upon Europe in a career of hoofs. The climax of these experiences, indeed, was reached when the motorcade entered Mongolia proper. At Urga—name of sacred meaning throughout the Buddhist world—the drivers of the Maseppa-machines had a remarkable reception. In this region, where the Tartar caravans jostled together in a many-coloured mob bristling with weapons and curiosity. The town is a point of junction for Slav, Mongolian, and Chinese life. The different races live in fortified quarters surrounded by palisades and guarded against each other like entrenched camps. The scene was a weird and weird. The motorcade, which had been in the midst of a grim Asiatic medievalism, the motor-car appears to be something anachronistic, absurd.

Then came the inevitable interlude. If Jupiter, at the machine depended upon a Chinese Yamen, its interested but importunate chief mandarin would probably ask to be taken for a trial trip to Olympus. The Chinese Governor, with great nerve and statesmanship—for the fame of his feat will surround his pigoda-roof hat like a halo, and will lead additional lustre to all the honours buttons that can be conferred upon him—asked to be taken for a ride in the motor. His request was granted with all the observances proper to his rank. "Dressed in the greatest simplicity, with his pigtail flying out like a whip, he made a tour of his dominions in this magic car." We hope the photographer's lens has seized the graphic immortality of this scene, and that illustrated history will preserve the image of the Governor in his glory speeding round the walls with his pigtail streaming in the wind like a Sibylline index to the past that Asia is leaving behind. There, indeed, is the significance as well as the humour of the matter. Even in China, whether the authorities of Peking mean to encourage progress or not, the forces of progress are on the march, and they are penetrating with a host of invisible influences into every part of the Celestial Empire. Those who shrink with superstitious horror from the thought of railways built by the foreign devils are now anxious to construct and work the line themselves. In the Middle Kingdom the railways must come into general use, it will extend, more or less rapidly, everywhere, and, as in India, it will work more revolutions than are intended by anyone. But the locomotive is less perplexing to the Asiatic mind than the motor. The railway engine is an iron machine that drags a train of carriages in a comparatively intelligible manner. But the motor is a mystery. It is not confined by steel lines to a fixed course. It is poked to no bottom. It seems to have a volition of its own, its accents rhythm like the nightmarish of the spirits of the night, and the huge headlight of the machine, and the ogre-eyed vision of masked faces behind the driving-wheel, must suggest to the Celestial infants, and even to mandarins, the animated apparitions of the dream-creeps from a porcelain jar. The case with which our automobilists have traversed the withered expanse of the Gobi argues that the motor is destined to be the ship of desert, and in anticipa-

tion we can already see that the camel's occupation is gone. Nothing can stop the progress of Asia in these directions. When the motorists had past the sacred mountain of Bogdala, whose pine-forests are said to hide the tomb of Genghis Khan, they must have asked themselves the terrible question of Asia's conquest will not be mobilized again in some remote generation by the inventions of the West.

BROTHERS AND SISTERS.

CO-EDUCATION.

AN INTERESTING EXPERIMENT. Someone once said that the co-education system turned out very ladylike boys and very gentlemanly girls. An opportunity was afforded on June 21 to a very large number of critical folk from London and elsewhere to see for themselves how far this very unkind cut was deserved. The occasion was the official opening by the Bishop of St. Albans of St. George's School, which lies just outside the little Hertfordshire town of Harpenden. The form the directors of the Co-Educational Public Schools' trust, and the headmaster of St. George's School, the Rev. Cecil Grant, Mr. Grant is a young man of thirty-six, wedded to the system of co-education. For nine years he has successfully run a school upon co-educational lines at Kewick. He has now gone to Harpenden, fathered by the directors of this trust, to make a great success, he hopes, of St. George's. It is a new school, opened some months ago in very convenient school buildings, which have known two ventures already—the initial private one, and the second when many boys from Westward Ho! College were transferred to it. St. George's, it is hoped, has come to stay, and its official opening was delayed no doubt, that its matrons and pupils might have found an opportunity of settling down in their new abode.

There is no suggestion of crank experiment in St. George's. The school-house is beautifully furnished. There is no idea of eliminating the finer feminine susceptibilities of the girls or of mollicolleding the boys. The play-room of the girls is as beautiful and dainty as that of the boys is workmanlike and useful. For the rest they live a common existence. They sit in the same class-rooms and compete in the same forms. They join in games, but it is recognized the girls' cricket is not boys' cricket, and the quality of play is not allowed to suffer in consequence. Nor do the boys and girls play football together. There is a fine swimming bath, and there are all the other properties of a good public school. The ages vary from eight to nineteen. Perfect freedom is allowed, and boys and girls may take their country walks together in couples. It is intended that the school shall be like the home of one big family of brothers and sisters.

RAMIE FIBRE.

DETAILS OF AN INVENTION SUBMITTED.

I have been so fortunate as to discover a method of preparing ramie fibre. By it, the stems, after they are cut in the fields, are at once passed through mills where they are crushed just like sugar cane. Thus explains Mr. E. A. E. Klaring von Barenburg of Madras, Central India, in a letter, which, according to a message he addressed to the Editor of this paper, he has forwarded to His Excellency the Governor of this Colony. Mr. Barenburg goes on to say that the invention should gladden the hearts of cotton-growers who have been obliged of late to abandon their estates, or to plant other products such as rubber in Ceylon. He had hoped, also, that the Java Government, which grows coffee on the monopoly system, would take an interest in his invention, and with this object, he wrote to the Director of the Agricultural Department at Batavia; the Governor-General's residence—inviiting him to his estate to inspect the process he had invented. Mr. Barenburg then explains that his letter was taken no notice of by many of the planters, and that the Director of the Agricultural Department, himself, did not seem willing to inspect the invention, and even to send an expert to collect materials for a treatise on ramie fibre extraction, but he refused to lay the letter before the Governor-General, or to ask the Government to sanction his taking official action on the fibre question. Mr. Barenburg expected, he said, to be more fortunate with the Straits Government. Mr. Barenburg sent samples of the fibre to the Governor, and His Excellency took the matter into consideration, and to advise the King's subjects in the Colony and in India to grow ramie, and to get it ready for market by means of the invention. The inventor alluded to the reward of £25,000 formerly promised by the Government of India to whoever invented a practical ramie preparing process, and expressed the opinion that no such process would ever be found out so long as people sought to discover the secret by decortinating the fibres instead of milling them. The inventor hit upon the new process by chance a few months ago. It is carried out easily by passing the fibres through mills. The gum is thus pressed out of the stems immediately after they are cut on the fields. The inventor offers his secret and his invention to the Governor-General of India and to the Governor of the Straits Settlements. Any reward will do for him. He expressed his willingness to come to the Straits or to India with his mill and apparatus to show their working, and give all necessary explanation. Following this the inventor goes into details concerning his mill and points out that he is confident that, by his method, growers can turn out fibre worth £40 to £100 a ton.—Straits Times.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Manila for this port on the 3rd instant, and is expected here to-day. The str. *Batiki Maru* (Manila 3rd inst. 10 a.m. and is due here to-day at 5 p.m. The N.Y.K. str. *Hakata Maru* (European Line) left Shanghai for this port on the 2nd instant, and is expected here to-day. The P. & O. str. *Marmora* left Singapore for this port on 3rd inst. at 9 a.m. with the outward English Mail, and is due here on the 7th inst. at about 4 p.m. The N.Y.K. str. *Wakamiye Maru* (Bombay Line) left Mool for this port on the 2nd inst. and is expected here on the 8th inst. The N.Y.K. str. *Yoy Maru* (European Line), left Singapore for this port on the 2nd instant, and is expected here on the 8th inst. The I.G.M. str. *P. E. Friedrich*, carrying the German Mail with dates from Berlin of the 16th ult. left Colombo on Friday the 2nd inst. and may be expected here on or about Monday, the 12th inst. The I.G.M. str. *Bon* which left here on Wednesday, the 3rd ult., arrived at Genoa on Friday, the 2nd inst. at 6 a.m.

A SHAREBROKER CASE.

Shanghai is much interested, and Hongkong will be, in a case at the Danish Consular Court at the northern port. Messrs. Benjamin and Potts sue Gordius Nielsen for about twelve thousand taels, said to be balance due on transactions in Dock Shares. The defendant who had offered to pay two thousand taels, and signed a promissory note, pleads in part as follows:—The promissory note signed by defendant is the outcome of a share transaction between defendant as principal and plaintiff as broker, and was signed by defendant under a misapprehension, defendant, at the time of signing said note, being unaware that plaintiff was jobbers as well as brokers in shares contrary to law and to the prejudice, great loss and ruin of many of their clients including defendant. Following are four letters in the voluminous correspondence published in connection with the case:—

Shanghai, 20th July, 1905.

Private. My Dear Potts, In reply to yours of to-day's date, and supplementing my verbal remarks made at the Club to you to-day, I would like you clearly to understand my attitude in the affair, which is as follows:—I am anxious and willing to liquidate my debt to your firm now or before the 5th August. If an arrangement has been come to by the latter date, that if your firm has not given me a receipt showing that I am no more in your firm's debt, I must leave you to recover what you think is really due in the usual way.—I shall decline to pay more than £2,000, which amount, I think, for reasons explained to you to-day, quite amply I do not wish in any way to shirk my responsibility in the affair, but I think it useless to go on the ground again by exchanging my motto for saying that I only owe you £2,000. I claim to be an intelligent man, and the arguments and statements made use of by you to-day are really an insult to any intelligent broker. Tell these things to the marines or to people who will really swallow that kind of nonsense, but to really think that I am so simple-minded as that is really too bad, my dear G.H.P. For the reasons I think I make a partly honourable offer in saying that I owe you £2,000 only.

Yours truly,

GORDIUS NIELSEN.

Shanghai, 21st July 1905.

My dear Nielsen, I am in receipt of your letter of to-day's date. I must confess that I cannot understand the remarks in some specially when you say you are anxious and willing to liquidate your debt and do not wish in any way to shirk your responsibility. Either you owe the money or you don't, and if you don't, why did you sign the promissory note for the amount? As a matter of fact, the share on which you owe us the difference, was sold by Mr. Allanson on 18th of March for the August settlement (1902). You resold the shares on 13th August. So you will see we actually paid out the difference on your account. I am quite prepared to leave this matter to the decision of the Committee of the Stock Exchange, or if you wish it, to any three members of the Exchange. I don't understand your remarks about my arguments being an insult to any intelligent broker. I have been a broker 15 years and have never had such an experience before.

Yours faithfully,

G. H. POTTS.

Shanghai, 25th July, 1905.

Private. My dear Potts—Sorry I have had no time to answer yours of the 21st inst., till now. This will be my last on the subject. If you put it that way I may say that I don't owe your firm a cent. Nevertheless, I am willing to pay you £2,000, which offer stands open till the 5th August after which date I shall decline to pay anything at all except if you can force me to do so through a court of law. The Committee of the Stock Exchange or any other member of the Stock Exchange have nothing to do with the affair.—I was a principal at the time, not a broker who alters the case entirely. On the other hand, as you seem to persist in thinking that the amount I offer in liquidation of my indebtedness to your firm is inadequate, I cannot see but that there is any other course open to you for the full recovery of the amount by bringing me before a Court of law. I shall be quite willing to submit to the ruling of such court and quite able to pay whatever amount they may fix as my liability. I will even promise you that I employ no lawyer, and that I will conduct the case myself, but I warn you that it will not exactly be a job to be or so-examined by me. Do let us settle this business in a friendly manner. I think you make the mistake of taking me for a bit of a "softy."

Yours truly,

GORDIUS NIELSEN.

Shanghai, 28th July, 1905.

Dear Nielsen, Your letter of the 25th to hand. I must say it is impossible for me to understand your attitude in the matter. With the view of bringing the transactions fresh to your memory, I send you herewith copies of your March and August settlement a/c 1892, copy of a c rendered showing balance due on October, 1902, Tls. 10,624.78 and also copy of your promissory note in which it is amount £2,000 acknowledged. In making out the a/c on the 19th inst. Ellis made a mistake. I enclose herewith a corrected a/c on the showing balance due as Tls. 12,336.93. I have also disclosed the names of the buyers and sellers of the shares marked in red in the March and August settlement a/c enclosed. You will see that the shares were bought by you from B. Lennor Simpson, and Chas. Commercial Co. For March, you resold them for March to Wm. Allanson, who turned them over for you for August (£230-2-0/8). These are facts, indisputable facts. Perhaps you will remember that at the same time you put Bricksen and Wolder in for Docks also. Wolder paid us the difference, Bricksen has been paying us ever since and his a/c is almost liquidated. I cannot understand how it is possible for you to think you owe us only £2,000. I hope the papers I enclose will satisfy you as to the real nature of your liability. I have no desire to go to Court. Our firm has never sued any of our clients. But I take you for an honest man. If you still think you only owe us £2,000, you may send us the money.

Yours truly,

G. H. POTTS.

The case is to be argued some time next month.

AUSTRALIAN WINES.

H. J. LINDEMAN'S
"CAWARA"
CLARETS AND HOCKS.

PER CASE 12 BOTTLES \$15.00
" 24-1/2 " 16.00

THE ABSOLUTE PURITY OF THESE WINES IS GUARANTEED.

SOLE AGENTS—

H. PRICE & CO., LTD.
WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

ARMY TEMPERANCE.

LORD KITCHENER'S ADVICE TO THE SOLDIER.

The Army Temperance Association held its annual meeting at Simla, on July 5 when Lord Kitchener spoke at some length.

He thanked the Viceroy, in the name of the Army for presiding; for one of the main factors in the efficiency of the Army was that ranks should be filled with sober, temperate men, and in this the Army Temperance Association was doing direct good. His Excellency went on to refer to the temptations of a soldier's life, and to the duty which lies upon all to help him to resist them by making his life in India as cheerful as possible. Lord Kitchener approved of the system that is being pursued of giving the direction of the Army Temperance Association's rooms into the hands of soldiers' committees, a d spoke with appreciation of the support which regimental officers were affording to the movement. Sir Power Palmer had mentioned at a previous meeting of the Association that the annual consumption of beer per non-abstaining British soldier was two quarts per day, and he was glad to be able to say that now that average had been reduced to something more like two pints.

In 1901 the total number of court-martials in India consequent upon intemperance had been 545, whereas last year it was 217. He recognised the need of additional accommodation in barracks for Army Temperance Institutes and described the measures that were being taken to meet this. He also spoke of the absolute necessity of temperance as a qualification of the good soldier, and referred to the practical advantage at which the soldier who is a member of the Temperance Association finds himself in obtaining civil employment, after leaving the colours, over him who cannot show a similar record of sobriety.

The Lord Mr. Watson, the Secretary of the Association, gave a summary of the report, which is a most encouraging one. Roughly, one-third of the British Army in India now belongs to the Association and there are a thousand more members this year than last. He pointed out that a soldier who drinks does so more on account of faults in his surroundings than from fault in himself, and urged the need of providing yet further arrangements to prevent men from taking to drink from sheer lack of anything else to do. He claimed the universal testimony of employers to the effect that the old soldier who is sober is proving to be the best man in the labour market, and was able to show most encouraging results in the matter of obtaining employment for ex-soldiers who possessed certificates from the Association.

REST A NECESSITY.

Few of us appreciate the blessings of rest as we ought. We desire to go to bed early quite as much as we dislike to get up in the morning. Many of us go to bed as if we did it under protest. It is a sort of sacrifice we make to tyrannical Nature, and Nature is tyrannical. She will not be trifled with. She demands allegiance, and the utmost fidelity to her decrees. If she is not obeyed, the guilty parties suffer. We have said that rest is essential to very many persons. Of course it is essential to everybody, but we mean that there are people who altogether forget this, or appear to do so. They are impatient, ambitious, eager to get ahead, to finish their present task, and to begin a new one; in haste to make a name, a fortune, a distinct place for themselves in the world, and if they think of rest at all they think "Oh, we'll rest when we have made reputation and money. But when that time comes, health has probably gone, and with it the power of enjoying the fruits of years of labour. How much wiser it would have been had the persons in question taken their rest as they went along. Sleep, Nature's sweet restorer, is often robbed of her share of the work of recuperation. Men who keep their nerves at high tension, who don't throw off their business cares, but keep them constantly in mind at home or abroad, cheat sleep, but themselves lose before the game is ended. We know men who carry the cares to bed with them every night of their lives. When they put their heads on the pillows they are thinking of what is to be done to-morrow, or what should have been done to-day. All night long they dream of their several tasks, and when the morning comes they awake unrefreshed to go over the same round of restless labour again and again. Such men are doing nothing to lengthen their lives. They could lengthen their lives if they would take the needed rest habitually, for it is habit that kills or cures. From what we have said you will naturally conclude that many deaths are caused by sacrifice of rest. You will be right in so concluding. Many lives might have been prolonged if their owners had given 1-1/2 per cent. of their lives to rest. Many persons die years before they ought to, and because they do not appreciate the necessity of rest.

A TRAIN MISHAP.

Two Shanghai residents gave the following account of a recent accident on the C.P.R.:—"We had passed Bassano station," said two of the gentlemen who were on the train, to the "Free Press," and were approaching Latham. These points are located just half way between Calgary and Medicine Hat. We were sitting quietly in the sleeping car when we became aware that there was something wrong, from the manner in which the train was running and from the sound of cars bumping on the ties. A moment later the rear wheels of the sleeping car in which we were seated slipped from the rails, and a moment later the train came to a standstill. As quickly as possible we all escaped from the car, but brief as the time was which we spent in making our way from the train, the fire which had burst out in the express car was quicker still. No sooner had we passed from the train than we saw the express car enveloped

THE
ROBINSON PIANO
CO., LTD.TALKING
MACHINES

AND

RECORDS.

NEW STOCK JUST ARRIVED.

LARGE AND VARIED ASSORTMENT

MUSIC:

LATEST COMIC OPERA SCORES

AND

DANCE MUSIC

JUST ARRIVED.

Hongkong, 29th November, 1906.

in flames. The wind was blowing quite a gale in the direction of the balance of the coaches, and it was apparent that most, if not all, would be burned. The engine was safely on the rails, but it was on the wrong side of the fire to render any immediate assistance. The engineer at once ran into Latham station and gave information there of the disaster which had happened to the train. An engine was hurried to the scene from Bassano, and it arrived in time to save the dining car and the three sleeping cars from the fire. Before the engine arrived, however, the express car had been burned, three cars and a tourist car. The tourist car had been filled with Chinamen, one of whom had his arm broken, and another, received slight injuries.

The grave injury was that sustained by the express messenger. He was standing at a distance from the car when the acetylene gas tank exploded but had the misfortune to be struck on the groin by the top of the tank, receiving severe injuries. He was at once cared for by two physicians who were on the train as passengers, and taken back to Bassano. The doctors did everything that medical skill could do to relieve his sufferings and save his life, but he died on the train. We were taken back to the station at Bassano and remained there for twelve hours until the track was cleared. At that time we were able to proceed. When we passed the scene of the wreck on Monday morning, cars of fish were still smoking and burning. The place of the wreck just eighteen miles to the east of Bassano, in the midst of a prairie country. There were a large number of us on the train most of the coaches being well filled. In the number were travellers from the Orient, who were returning to their homes in Great Britain. A number of these left the train at this city, and will spend a day or two here before proceeding east. The express messenger killed in the wreck was William McKinley, of Orange, Ont. His body was brought east and will be taken to Orangeville for interment.—N. C. Daily News.

SAGHALIEN AND THE
HOKKAIDO

The Kobe Herald reports that the Tokyo representative of the Osaka *Asahi* has had an interview with Baron Matsuoka, Schwarzenstein, the German Ambassador to Japan, who is represented to have spoken as follows concerning his recent visits to Hokkaido and Saghalien:—"The impressions which I derived during my four weeks' journey, in the course of which I carefully observed the places and people, have greatly strengthened my appreciation of Japan. Everywhere, too, I was most cordially treated by the Japanese authorities. Hokkaido seemed to me to bear a close resemblance to parts of Germany. It is rich in mines its soil is very fertile, and the climate is good. In my opinion the prospects for the cultivation of fruit, potatoes, and wheat, and for cattle breeding are very bright. I also noted that beer brewing, cotton production, spinning, and other industries are making great progress. As to the scenery, the country at Jozankai, Onuma park and other places I so beautiful that I stayed in Hokkaido several days longer than I had intended. I proceeded to Saghalien by a N.Y.K. steamer, going first to Mooka and Korakoff and afterwards travelling by rail to Vladivostok. In spite of the fact that it is only a very short time since South Saghalien was under Japan's possession, everything is in a very good order. The rapid manner in which towns have been built up surprised me very much. In my opinion foreign diplomats ought to make themselves well acquainted with the lands and peoples of the Powers to which they are accredited. For this purpose, I intend to study the scenery, customs, etc., of the various parts of Japan by personal inspection as far as my duties will allow. I am looking forward to further journey through the country with great pleasure."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters The Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Liverpool.

P.O. Box, 85. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE Management of the HONGKONG HOTEL tender their sincere thanks to the Gentlemen who so kindly rendered assistance in connection with the work of rescue on Thursday last.

Hongkong, 5th August, 1907. 1302

For VLADIVOSTOCK.

THE Steamship "VINE BRANCH" will be despatched as above on or about 10th September.

For Freight and further particulars apply to DODWELL & CO., LTD. Agents.

Hongkong, 5th August, 1907. 1303

INTIMATIONS

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO DAY, the 5th inst.

Hongkong, 1st August, 1907. 1254

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that the FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO DAY, the 5th August, 1907.

By Order, A. R. LOWE, Secretary.

Hongkong, 2nd August, 1907. 1303

A. S. WATSON & CO., LIMITED.

NOTICE.

ON MONDAY, 5th inst., all Departments will be OPEN for business from 10 a.m. to 1 p.m. Only.

A. S. WATSON & Co., Ltd. Hongkong, 3rd August, 1907. 1229

HONGKONG VOLUNTEER CORPS.

IT is proposed to form an Infantry Company with a Detachment Cyclists. All who are desirous of joining are requested to apply personally at the Volunteer Headquarters, morning or afternoon.

A. J. THOMPSON, Captain, Staff Officer H.K.V.C. Hongkong, 27th July, 1907. 1265

NOTICE.

BILLS for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE. Hongkong, 15th July, 1907. 1181

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED have always in stock a supply of the above in all sizes. Price may be obtained on application.

Hongkong, 26th July, 1907. 1258

NOTICE TO MARINERS.

No. 304 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

ENTRANCE TO THE WHANGPU RIVER.

ESTABLISHMENT OF WOODSUNG SPIT GAS-LIGHTED BOY.

NOTICE IS HEREBY GIVEN that the WOODSUNG SPIT unlighted buoy will be discontinued on or about the 15th August as that a GAS-LIGHTED BOY, surmounted by a conical superstructure, painted in Red and Black vertical stripes and showing an Occulting Red light every 8 seconds, thus:

4 Seconds Light;
4 Seconds Eclipse;
will be moored 1 cable S. 27° E. from the present position of the unlighted buoy.

The Gas-buoy will mark the spit as well as the end of the jetty under construction, by the Whangpu Conservancy.

The Light-buoy now marking the jetty (see Harbour Notification No. 12 of 1906) will be discontinued.

T. J. ELDREDGE, Acting Coast Inspector.

Coast Inspector's Office, Shanghai, 27th July, 1907. 1301

貨倉 KUNG YIK GODOWNS. 益公

NOTICE IS HEREBY GIVEN that the Godowns, Nos. 171 to 178, SHAK TONG TACI, Praya West, on (M. Lo On Godowns), formerly known as the Po On Godowns, the lease for which having expired have been taken possession of by the Landlords, and business will be hereafter continued only by the name of the KUNG YIK GODOWNS. The owners are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notice that loan, at most favourable rates of interest may be obtained from the Undersigned against goods stored in the KUNG YIK GODOWNS.

The KUNG YIK GODOWNS, Agents for SAM WANG LAND INVESTMENT LOAN AND AGENCY COMPANY, LTD.

SAM WANG CO., LTD. Telephone: No. 321.

ADDRESS: 81, Queen's Road Central, U YUK CHI, Managing Director.

Hongkong, 3rd July, 1907. 1167

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions from THE HON. THE CAPTAIN SUPERINTENDENT OF POLICE, to sell by Public Auction, TO-MORROW (TUESDAY), the 6th August, 1907, at 11 a.m., at the Central Police Station Compound, SUNDRY CONDEMNED AND OBSOLETE STORES, comprising:

CLOTHING, BOOTS, OLD METALS, RICE, YARN, RICKSHAS, SANGAL, WOOD and a Small Quantity of SILVER JEWELRY.

AND Immediately after the sale at Fire Brigade Station, Queen's Road Central, A QUANTITY OF CONDEMNED STORES.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 2nd August, 1907. 1355

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, ON FRIDAY AND SATURDAY, the 9th and 10th August, 1907, commencing Each Day at 2.30 p.m., at the "HOTEL BALTIMORE," Wyndham Street, FOR ACCOUNT OF THE CONDEMNED, THE WHOLE OF THE VALUABLE FURNITURE THEREIN CONTAINED, comprising:

Very Fine CARVED TEAK SIDEBOARD with BEVELLED MIRRORS, DINNER WAGGONS, LEATHER COVERED DINING CHAIRS, ELECTRIC PLATE AND GLASSWARE, SINGLE & DOUBLE BRASS MOUNTED BEDSTEPS, FINE TEAK WARDROBES with Bevelled Mirrors, DRESSING TABLES with Bevelled Mirrors, MARBLE TOP WASHSTAND, TOILET SETS, LACE CURTAINS, LEATHER COVERED SUITES, CARPETS, RUGS, &c. &c. Some Fine CARVED CANTON BLAK-WOODWARE, JAPANESE SICK EM-BROIDERED SCREENS and WALL HANGINGS, and CABINETS. One COTTAGE PIANO by Challen & Son.

TERMS:—As Usual.

Catalogues will be issued.

On view from THURSDAY the 8th August, 1907.

GEORGE P. LAMBERT, Auctioneer.

Hongkong, 3rd August, 1907. 1300

PRELIMINARY ANNOUNCEMENT.

By Order of the Executors of the late EDMUND SHARP, Esq., deceased.

NOTICE TO CAPITALISTS AND INVESTORS.

Sale of Valuable House Property at Low Reserves.

Offering Good Investments in a Good Locality.

PUBLIC AUCTION

A Large and Valuable LEASEHOLD PROPERTY situated at Victoria in the Colony of Hongkong and being parts of Inland Lots 679 and 717, whereas the situate the house known as Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13 FUK LUK LANE; Nos. 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128 and 130 THIRD STREET; Nos. 113, 115, 117, 119, 121, 123, 125 and 127 THIRD STREET; AND Nos. 1, 2, 3, 4, 5, 6, 7, and 8, FUK SAU LANE; to be sold by

PUBLIC AUCTION, in 6 lots or otherwise, as the Auctioneer shall decide, on

MONDAY, the 19th day of August, 1907, at 3 o'clock p.m. at his Sales Room, in Duddell Street

by Mr. GEO. P. LAMBERT, Auctioneer.

A Sale Plan may be seen at the Office of the Vendor's Solicitors.

Further and fuller Particulars will be advertised shortly and may be obtained from the Auctioneer or from

Messrs. JOHNSON STOKES & MASTER, 8, Des Vaux Road Central, Vendor's Solicitors.

Hongkong, 31st July, 1907. 1281

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROECKELMANN & CO. Agents.

Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905 £17,837,119.

AUTHORISED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, 2,750,000

PAID-UP CAPITAL, 687,500

1. FIVE FUNDS, 3,386,720

THE Undersigned, AGENTS for the above company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO. Agents.

Hongkong, 27th April, 1907. 1491

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Hongkong, 13th August, 1906. 29

WANTED. COMPETENT BOOK-KEEPER and General Office Assistant.

Apply Care of "Daily Press" Office. Hongkong, 1st August, 1907. 1283

PUBLIC COMPANIES

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING of Shareholders in the Company, will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 13th August, at 12 o'clock, Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th August, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 22nd July, 1907. 1355

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. N.S. 4250, dated Hongkong 9th July, 1907, for the Shares of this Bank numbered 14823 to 14832 inclusive, registered in the name of CHENG PO CHO has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 13th day of August, 1907, a New Certificate for the shares will be issued, and the aforesaid Certificate No. N.S. 4250 will be thereupon treated by this Corporation as Null and Void.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 13th July, 1907. 1210

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of August, 1907, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1907.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 1st August, 1907. 1286

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED from TUESDAY, the 6th to the 17th day of August, 1907, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 1st August, 1907. 1287

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

AN INTERIM DIVIDEND of 80 Cents per Share for the six months ending 30th June, 1907, will be payable on the 17th August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 17th August, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 2nd August, 1907. 1292

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 19th August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th August, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 30th July, 1907. 1276

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are reminded that Interest at the rate of 12 per cent. per annum, is payable on overdue calls.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 2nd August, 1907. 1290

BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT," 2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 604

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well-furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road (late of "Tang Yuen").

Hongkong, 27th June, 1905. 143

ON SALE.

THE FIFTY YEARS ANGLIO-CHINESE CALENDAR

日曆英中年十五

FROM 1st JANUARY, 1861 to 31st DECEMBER 1913, BEING FROM THE 1st YEAR OF THE 70th CYCLE TO THE 50th YEAR OF THE 70th CYCLE, THAT IS THE 3rd YEAR OF TUNG CHI TO THE 39th YEAR OF KWONG SU.

PRICE \$2 CASH.

On Sale at the HONGKONG "DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World represented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. 1841

ENTERTAINMENT

THEATRE ROYAL HONGKONG.

FOR A SHORT SEASON ONLY.

THE BANDMANN OPERA CO.

55 LONDON ARTISTS 55

Will present the following latest London Success most of which will be staged for the First Time in Hongkong.

TO-NIGHT (MONDAY), August 5:
The Scintillating Musical Comedy, "THE EARL AND THE GIRL."

TO-MORROW (TUESDAY), August 6:
For the First Time in Hongkong, "THE WHITE CHRYSAETHUM."

Farwell Performance.
The Brilliantly Successful Musical Comedy, "A CHINESE HONEYMOON" which ran for 3 years at the Strand Theatre London.

PRICES OF ADMISSION: \$3, \$2 and \$1. Seats now on Sale at S. M. O. TRELLIS AND COMPANY, LIMITED.

Commencing at 8 p.m. sharp.

Hongkong, 24th July, 1907. 1247

TO LET

TO BE LET OR SOLD.

WITH POSSESSION FROM 1st JUNE—IN WANCHAI ROAD.

GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—Care of "Daily Press" Office.

Hongkong, 3rd May, 1907. 870

TO LET.

NO. 7, AUSTIN AVENUE, Kowloon.

Possession 1st September.

Apply to—E. D. SARSOON & CO., Comptrollers Department.

Hongkong, 2nd August, 1907. 1291

TO LET.

IMMEDIATE POSSESSION.

NO. 2, HOLLYWOOD ROAD, and No. 51, FOTINGER STREET.

Apply to—ARRATON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 2nd March, 1907. 491

TO LET.

"GLENWOOD" Caine Road, suitable for a Boarding house or Club. Containing 23 Rooms. This property would be divided into two or more houses to suit tenants.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).

OFFICES in Queen's Road Central.

BELLIO'S TERRACE HOUSES, ROBINSON ROAD.

No. 4, ALBANY.

No. 8, BELLIO'S TERRACE, Corner House, 1st Row.

No. 6, CAMERON VILLAS (PEAK), Furnished. Cheap rent. For September and October.

No. 6, DES VOUX VILLAS (PEAK).

No. 1 and 2, BEACONSFIELD ARCADE.

Apply to—LINSTED & DAVIS, 3rd Floor, Alexandra Building.

Hongkong, 22nd July, 1907. 1102

TO BE LET.

SHAM-KEEN—CANTON, No. 24.

From the 1st January, 1908, Premises now occupied by the East Asiatic Trading Company.

Apply to—JEBSEN & CO. Hongkong, 19th July, 1907. 1197

TO LET.

A HOUSE IN KNOTSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st August, 1907. 1292

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—COMPTROLLER'S DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. 197

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907. 800

TO LET.

NO. 1, WEST END TERRACE, Sham-keen, Canton.

Apply to—HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st Aug. 1907. 193

TO LET.

"BERIL" No. 1, GARDEN ROAD, KOWLOON. Containing 8 Rooms and Garden. Possession 1st June, 1907.

Apply to—H. M. H. NEMAZEE. Hongkong, 23rd May, 1907. 992

TO LET.

ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS.

Apply to—REUTER, BROECKELMANN & Co. Hongkong, 23rd April, 1907. 795

TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—JARDINE MATHESON & CO., LTD. Hongkong, 24th June, 1907. 1104

INTIMATIONS

S. MOUTRIE & CO., LTD.

PIANOFORTE AND
MUSIC WAREHOUSE.

SOLE AGENTS

FOR

RACHEL, PLEYEL, ROSENKRANZ,
KEMMLER, HOFF & HOFF,
HOPKINSON, KOCH & KOR-
SELT.

PRICES FROM \$400.

The Latest GRAMOPHONES & RECORDS
always in stock.

SOLE AGENTS for the
GRAMOPHONE AND TYPEWRITER
CO., LTD.

S. MOUTRIE & CO., LTD.,
York Building, Chater Road.

Hongkong, 13th April, 1907. 38-1

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT
No. 285 at NORTH POINT, Suitable
for above Purpose. EXTENSIVE WATER
FRONT. DEEP WATER.

Also FOR SALE.
Portion of MARINE LOT No. 31 & 32
on PRAYA EAST. Approximate AREA
43,000 SQUARE FT. 999 YEARS' LEASE.
For Particulars, apply—

GEO. FENWICK & Co., Ltd.,
Hongkong, 8th June, 1906. 1106



MITSUBISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Use
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 964 "
Width of Entrance on Bottom... 884 "
Water on Blocks at Spring Tide... 344 "

DOCK No. 1.

Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 75 "
Water on Blocks at Spring Tide... 64 "

DOCK No. 2.

Extreme Length... 571 feet.
Length on Blocks... 554 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.
The COMPANY has the powerful steam-
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES.
Equipped with necessary gear, always ready
for notice.

DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBEG & CO.
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Warrant to



His Majesty
The King.

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nutriment and all that's good in prime ox-beef is
concentrated in BOVRIL.

Cunliffe, The Pioneer Experts
in Premium Bonds.

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Municipalities offering
prospects of immense returns.

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CUNLIFFE, RUSSELL & CO. being the oldest estab-
lished firm of dealers in Premium Bonds in the
world, offer advantages absolutely un-
obtainable elsewhere. Bonds guaranteed.
Exceptional facilities for payment. Numbers
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vised at once. Prizes collected free of charge.
Bonds purchased "at sight." Loans granted
on Premium Bonds. Services continue until
last Bond drawn. All transactions confidential.

1013



Before going out
drink a cup of

VAN HOUTEN'S

COCOA

It
Warms, Comforts
and Cheers.

BEST & GOES
FARTHEST.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
"CALCUTTA" for CAPE PORTS every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED
(General) Agents for China and Japan
Hongkong, 4th August, 1908.

SCIENTIFIC MISCELLANY.

THE CLAVIER PAPER TEXTILES—A WEAR-
PROOF RESILIENT TYRE—ELECTRIC STEEL-
TEMPERING—PTOMAINES OF PASSION—
ELASTIC PAVING—BLUE-LIGHT ANESTHESIA—
NEW FRUIT PRESERVING—ELECTROCU-
TION OF GERMS.

The manufacture of the "xylofin" or paper
yarn of Emil Clavier, the Saxon inventor and
manufacturer, seems to have developed already
into an important industry. The new thread
from wood fiber is not brittle, can be woven in
ordinary looms, does not shrink or stretch
appreciably, is practically unaffected by mois-
ture, and is a fair substitute for cotton, jute,
linen and even silk. It takes dyes better than
most fabrics. Among its products so far are
carpets, rugs, bagging, outing lists, shoes and
slippers, "linen" towels, certain wearing
apparel, and underclothing. For garments the
woven fabric has the advantages, in addition
to extreme cheapness, of being warm and very
light in weight.

An improved tyre for heavy motor vehicles, a
Scottish invention, has met with expert approval
on trial runs. It has two or more layers of
solid rubber, protected at regular and close
intervals by metal plates, with slotted lugs
working on bolts of curved metal plates
projecting on each side of the felloes of
the wheel. Metal pads or treads are inserted in
rectangular openings in the protecting plates.
The pads, fitting into the top layer of rubber,
are free to move inward, and have a resilient
action imparted to them by the rubber. There
is practically no wear on the soft parts of the
tyre.

No one of the sixty hardening methods
known is adapted to steel of all kinds or shapes.
A new electric process of hardening consists in
connecting the steel tool to the positive pole of
an electric circuit and an iron tank to the
negative and plunging the tool in the
carbonate of potash solution in the tank. When
the proper temperature is reached the current
is switched off, the tool cooling in the
bath. Local heating by electric arc may serve
to temper in spots, and the electric current
may draw the temper of hollow objects.

That the influence of the mind upon the
body is great and little understood we have had
abundant evidence in the temporary successes
and alleged wonderful cures of faith-healers and
charlatans under many names. A new work
describes some of the psychological experiments
of Prof. Elmer Gates, showing how potent is
the effect upon the chemistry and tissue changes
of the human system. Accurate observations
upon the arm, when the thought of the owner
was concentrated upon it, revealed an increase
in size and in the blood circulation, and a
regular course of directed thinking for a
certain time daily gave a permanent develop-
ment of the limb. When a calm man breathed
five minutes into a cold tube, the volatile
constituents of the breath condensed into a
colorless liquid. When the man was made
angry a brownish sediment appeared as a
result of the changed mental condition, and
in like manner the perspiration from the skin
or exhalation from the lungs gave a gray
sediment with sorrow, pink with remorse
and so on. Injections of the brown sedi-
ment of anger produced nervous irritability in
men and animals. Hate proved to be accom-
panied with a greater expenditure of energy than
any other passion and it precipitated several
chemical products, of which a small portion was
fatal to a guinea pig, while it was estimated
that enough would be eliminated in an hour to
kill scores of people. The hate ptomaines, it
was concluded, represent the deadliest poison
known to science.

The elastic macadam that seems to be proving
so satisfactory as tried on Swiss roads is made
of tar and gravel, the latter having a coarseness
of one to two inches. The liquid is applied to
the heated stones in a rotating drum until a
considerable coating is formed. The material
is then piled under cover, and left for eight or
ten weeks to undergo fermentation, the process
filling the pores of the gravel and lessening
the dust from it. A cubic yard of gravel
requires only about fifty pounds of tar.

Berlin's motor street-sprinkler throws a
spray over a width of 65 feet, moving faster
than the horse watering-cart, whose variable
pressure waters only 12 to 20 feet at most.

Blue light has been used since 1901 by
Renard, of the University of Geneva, and
other dentists, but its action in producing
anesthesia is not yet understood. An electric
lamp of 16 candle-power, with a glass of in-
tense blue, is the source of the light in-
jected. The lamp is placed five or six in-
ches from the eyes of the patient, a screen of
blue cloth being thrown over head and lamp,
and insensibility without sleep results in two
or three minutes. The condition lasts only
about 30 seconds. This is sufficient time for
extracting a tooth, but careful watching for
the critical moment is required, with promp-
tiness of action. There is no danger.
Cavalle has tried the method in about 40 cases,
with very few failures, and Renard has been
successful in 78 per cent of his reported cases.
All failures have been attributed to the
patient's lack of the necessary confidence or
insufficient fixing of the attention on the
light.

In a preserving process that has come into
use in England and is now being introduced
into France, fruits are immersed for ten minutes
in cold water containing three per cent of a
forty per cent solution of formaldehyde. Soft
pulp fruits, like grapes, cherries, plums, etc.,
are then dipped five minutes in pure water,
but hard-pulp fruit which are pared before

eating, like apples and pears, are placed on
screens to dry without this washing. The
formaldehyde destroys the surface fungi,
bacteria and other micro-organisms which are
the agents of putrefaction and decay.

An electric filter, the invention of an
Hungarian engineer, is to be tested in the
hospitals and laboratories of St. Petersburg.
It consists of two parts,—the first being ar-
ranged that the water is submitted to a
powerful electric current for destroying any
micro-organisms it may contain, while the
second is simply an ordinary filter of improved
kind.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their
weekly share report, dated August 3rd, 1907:—
Business shows no improvement, and a very
small trade only has been going on. The start-
ing demand rate of exchange on London closes
at 2s. 10½, while rates on Shanghai are unchang-
ed. Bullion in London is quoted at 32½, and
Consols 282½-13-16.

BANK SHARES.—Small odd lots of Hongkong
and Shanghai Bank Shares changed hands at
\$835 old ex new, and \$522½ for new shares, first
call paid, while fractions sold at \$145/19½; the
market closes with sellers of old shares at \$69½,
and new \$120. London quotes 251 and 25½
respectively. Nationals are unchanged.

MARINE INSURANCE SHARES.—A few
Unions sold at \$775, but the market closes quiet
with probable sellers. Cantoners are also quiet,
although unchanged in value. Other stocks
under this heading are unchanged.

FIRE INSURANCE SHARES, without any
sales; Hongkongs are on offer at \$120, and
Chinas at \$88.

SHIPPING SHARES.—A few Hongkong,
Canton and Amoy Steamship Shares sold at
\$303, but more are offering. Ladros are quiet at
last rates; and so are China and Manila.
Dogplaces are quiet with sellers at \$11. Star
Ferries are on offer at current rates. Shell
Transports sold at 46s. 6d. and 47s. 9d. closing
with sellers at 46s. 6d. in sympathy with a
London quotation of 46s. 3d. sellers. Union
Waterboats have sales and sellers at \$124.

REFINERIES.—China Sugars sold up to \$102,
but have eased down a bit, although at \$102
shares can be placed. Lurons are completely
neglected.

MINING SHARES.—Charbonnages are still be-
lieved at \$490. Rautaus have dropped to sellers
at \$53, while Chinese Engineering and Mining
Company's shares are quiet at \$15.

DOCKS, WHARVES, AND GODOWNS &c.—
Hongkong and Whampoa Docks sold at \$102,
but \$ 00 has since been accepted: at that figure
there are buyers, but no sellers. Fanwick, as
well as New Amoy Docks, are unchanged.
Shanghai Docks are also quiet, and the rate is
\$15.72 ex the dividend of \$1.3 per share
paid on 31st ultimo; Hongkong and Kowloon
Wharves have sellers at \$7½ ex the interim
dividend of \$2 per share paid on 31st ultimo.
Shanghai and Hongkong Wharves have decided
to \$15.22.

LANDS, HOTELS AND BUILDINGS.—Hong-
kong Lands sold at 98. A few Kowloon
Lands sold at \$37, but more are on offer. West
Point is obtainable at \$48 ex the interim
dividend of \$2 per share paid on 29th ultimo.
Hongkong Hotels have fallen to \$110, and
have sellers at that rate, owing to the collapse
of part of the eastern wing of the Hotel in
Queen's Road. Humphreys sold and have
buyers at \$104; Shanghai Lands have ad-
vanced to \$101.

CORROX MILLS.—Shanghai quotes: Ewas
\$15.64, International \$15.53, Lion King \$15.53,
\$15.55, and Soyceches \$15.32. Hongkong
Cottons are quiet at \$11.

SUNDRY MANUFACTURING COMPANIES.—
China Light and Powers are easier, and quoted
\$7. Hongkong Electric are obtainable at
\$144. Green Island Cements sold and have
buyers at \$104; Ice Company's shares are on
offer at \$24½, ex the interim dividend of \$4
per share paid on 1st instant. Ropes have
buyers at \$24½; United Asbestos ordinary
shares have buyers at \$104; Other stock under
this heading are unchanged.

MISCELLANEOUS.—China-Borneo sold at
\$9.30, closing with buyers at \$94. China Pro-
ducts changed hands and are offering at \$3.00.
Langkats have gone back to \$15.305. Lan-
dries have sellers at \$7. Watsons sold and
have buyers at \$11. Other stocks under this
heading unchanged.



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Universal Providers,

WESTBOURNE GROVE, LONDON, W.

THE BIGGEST STORE
IN THE WORLD.

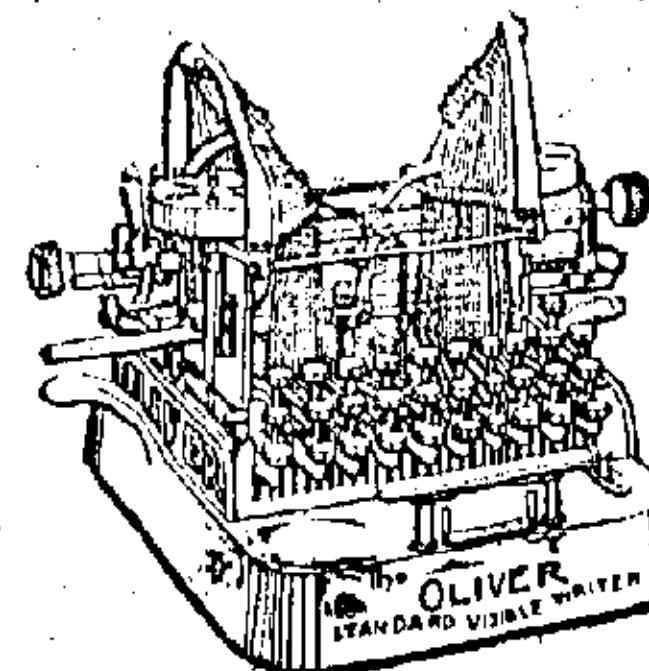
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PROMPT ATTENTION.

General Illustrated Catalogue (1500 pages), or
any Departmental List sent free to bona-fide
applicants.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are
sent daily at the KOWLOON BOOK-
STALL, Mr. H. RUTTONJEE'S KOWLOON
STORE, No. 38, Elgin Road & Mr. AH YAU'S
FERRY WHARF STALL.

Hongkong, 22nd December, 1902.



THE OLIVER TYPEWRITER.

VISIBILITY.
SIMPLICITY.
DURABILITY.
UNRIVALLED FOR DUPLICATING, WRITING IN SIGHT,
UNIVERSAL KEYBOARD.

TYPEWRITER RIBBONS and supplies for ALL
Machines kept in Stock.

OLIVER TYPEWRITER CO., LTD..

1, PRINCE'S BUILDINGS.

Hongkong, 24th July, 1906.

1055

BENGER'S FOOD

Benger's Food, prepared with
fresh new milk, is all food.

It is distinguished from others by the ease with which
it can be digested and absorbed. It can be served
prepared to suit the exact physical condition of the
person for whom it is intended.

Benger's Food is for infants, invalids, and all whose digestive
powers have become weakened through illness or advancing age.

Benger's Food is sold in tins by Chemists, etc., everywhere.

WATSON'S WHISKY.

(No. 10) Dundee

Hong Kong
Agents
for Watson's
Dundee—

WATKINS, Ltd.,
Apothecaries
Hall,
Hong Kong.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Affections.

Safest and most
Effective Aperient
for
Regular Use.

DINNEFORD'S MAGNESIA

Some of the Special Advantages possessed by

The Allenburgs' Foods

The Milk Foods closely approximate in composition to, and are as easy of digestion as Maternal Milk.
They provide a perfect diet for the formation of firm flesh and strong bone.
The Milk Foods are absolutely free from any noxious germs, and hence are far superior to cow's milk as
obtained in towns, especially in hot weather.

No diabetes, digestive or stomach troubles need be feared from the use of the "Allenburgs' Foods."
The "Allenburgs' Foods" are three in number, and so graduated as to provide the maximum amount of nutri-
ment that the child is able to digest at the period of life for which the foods are respectively recommended.

Allen & Hanburgs Ltd., Lombard St., London, Eng.

Pamphlet on INFANT FEEDING
and MANAGEMENT, Free.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STAMEN	TO SAIL	REMARKS
SHANGHAI, NAGASAKI, PALMA, MOJI, KOBE & YOKOHAMA	About 2nd August	Freight only.
SHANGHAI	About 8th August	Freight and Passage.
LONDON VIA USUAL PORTS	Noon, 10th August	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	About 14th August	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 3rd August, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STAMEN	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"CHINGTU"	On 5th August, 4 p.m.
CEBU AND ILOILO	"KAIKONG"	On 6th Aug., 4 p.m.
SWATOW, AMOY and SHANGHAI	"KASHING"	On 6th Aug., 4 p.m.
SWATOW, AMOY & SHANGHAI	"TEAN"	On 6th Aug., 4 p.m.
SWATOW and SHANGHAI	"IKUANG"	On 8th Aug., 4 p.m.
HOIHOW and HAIPHONG	"CHIHU"	On 8th Aug., 4 p.m.
TSINGTAO, CHEFOO & NEWCHANG	"KWEIYANG"	On 8th Aug., 4 p.m.
SWATOW, AMOY & SHANGHAI	"SHANSI"	On 14th Aug., 4 p.m.
SWATOW, CHEFOO and TIENTSIN	"HUICHOW"	On 14th Aug., 4 p.m.
YOKOHAMA & KOBE	"TSINAN"	On 15th Aug., 4 p.m.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily guided tour is arranged.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates, or all New Zealand Ports and other Australian Ports.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STAMEN	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"ZIETEN"	Wed., 14th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ EITEL FRIEDRICH"	About Wed., 14th Aug., at Noon.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 15th Aug., at Noon.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About Friday, 23rd August.
KUDAT and SANDAKAN	"BORNEO"	About Saturday, 31st Aug., at 9 a.m.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 3rd August, 1907.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS,
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"SHOSHU MARU"	TUESDAY, 6th Aug., at 10 a.m.
ANPING VIA SWATOW and AMOY	"FUKUSHU MARU"	WEDNESDAY, 7th August, at 9 a.m.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.
Hongkong 3rd August, 1907. T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days across the Pacific is the "EMPERESS LINE" Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 19 DAYS HONGKONG to VANCOUVER.

R.M.S.	Proposed Sailings (Subject to Alteration)	Leave Hongkong	Arrive Vancouver
"MONTEAGLE"	6,163	WEDNESDAY, 14th Aug.	7th Sept.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 29th Aug.	16th Sept.
"TAITAR"	4,425	WEDNESDAY, 11th Sept.	5th Oct.
"EMPERESS OF CHINA"	6,000	THURSDAY, 26th Sept.	14th Oct.
"ATHENIAN"	3,382	WEDNESDAY, 24th Oct.	2nd Nov.
"EMPERESS OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.

"EMPERESS" Steamers will depart from HONGKONG at 4 p.m. Intermediate Steamers at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 293; via New York 262. Intermediate on Steamers, 240, and 242.
R.M.S. "MONTEAGLE," "TAITAR" and "ATHENIAN" carry Intermediate passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAPAN	Second half of July	JAVA PORTS	First half of Aug.
TJILWONG	JAVA	First half of Aug.	JAPAN	First half of Aug.
TJIMAH	JAPAN	First half of Aug.	JAVA PORTS	Second half of Aug.
TJIBODAS	JAPAN	Second half of Aug.	JAVA PORTS	Second half of Aug.
TJIPANAS	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.
TJILATJAP	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Yok Buildings, 1st Floor.
Hongkong, 29th July, 1907.
Telephone No. 375.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MISRAH, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through rates to PERIAN, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"LEVANTO."

Captain Boleto, will be despatched as above on MONDAY, the 12th inst., at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.
Hongkong, 1st August, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).

With option to Call at Mexican and other Coast Ports.

Steamers	Tons	To Sail
"GLENFARG"	3,500 Mid.	Aug.
"KAFATO MARU"	6,100 End of Sept.	

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,
Yok Buildings.

Hongkong, 30th July, 1907.

NOTICES TO CONSIGNEES.

THE H. A. L. Steamship

"WIK."

Captain Carstens, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. Any Cargo impeding for discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd August, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.
Hongkong Office.

Hongkong 29th July, 1907. 1273

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"MARCELLUS."

Captain Lohrengel, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd August, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.
Hongkong Office.

Hongkong, 29th July, 1907. 1274

MAIL TABLES

FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents
On Paper ... 20 "

On Sale at the Hongkong Daily Press Office
Hongkong, 20th January, 1907.

SHIPPING IN PORT.

STEAMERS	REMARKS
AMIGO, German str., 822, Baltzer, 2nd August	Hobrow 1st August, General and Rice—Johnson & Co.
CHONGSHING, British str., 1,246, T. H. Lihuen, 1st August—Tientsin via Chefoo	26th July, General—Jardine, Matheson & Co.
CHINGTU, British steamer, 1,450, W. B. Brown, 30th July—Yokohama via Kobe and Kuchikotsu, 26th July, General—Butterfield & Swire.	
CHOISING, German str., 1,021, F. Heyonga, 23th July—Bangkok 22nd July, Rice and Wood—Butterfield & Swire.	
DAKOTAH, British str., 2,374, J. Rafferty, 28th July—San Francisco 30th June via Shanghai 24th July, Oil in Bulk—Standard Oil Co.	
DOTT, Norwegian str., 629, Jah Damming, 17th July—Wakamatsu 11th July, Coal—Wallem & Co.	
EMPERESS OF JAPAN, British str., 3,630, H. Fybus, 25th July—Vancouver 9th July, General—C. P. R. Co.	
GLENNIS, British str., 2,274, J. Rafferty, 28th July—Moji 23rd July, Coals—McGregor Bros. & Co.	
HARBART, British str., 2,149, A. Bowling, 31st July—Melbourn 29th June, Flour—Shevan, Tomes & Co.	
HEIM, Norwegian str., 757, A. Eriksen, 30th July—Bangkok 23rd July, Rice—Chinese.	
HONGKONG MARU, Japanese str., 3,417, W. C. T. S. Filler, 27th July—San Francisco 28th June, Mails and General—Toyo Kisen Kaisha.	
HONG MOH, British str., 2,555, Wm. Dawson, 1st August—Singapore 26th July, General—Chinese.	
HUNAN, British str., 1,142, C. W. Fockett, 30th July—Shanghai 26th July, General—Butterfield & Swire.	
KAIPOH, British str., 986, F. Fialysen, 30th July—Cebu & Iloilo 26th July, Sugar—Butterfield & Swire.	
KASHIMA MARU, Japanese str., 1,746, M. Nieu, 25th July—Moji 18th July, Coal—Mitsui Bussan Kaisha.	
KEONO WAI, German str., 1,115, Tohs Kohler, 31st July—Bangkok 25th July, Rice and Teakwood—Butterfield & Swire.	
KIUKANG, British str., 2,227, Wavel, 2nd Aug.—Shanghai 29th, via Amoy 31st July, General—Butterfield & Swire.	
KOWLOON, German str., 2,321, A. Enigh, 30th July—Moji 25th July, General—Hamburg-America Linie.	
KWANGTAN, Chinese str., 1,536, Wm. H. Lunt, 30th July—Shanghai 27th July, General—Chinese.	
LAISANG, British str., 3,490, E. J. Tald, 2nd Aug.—Calcutta 18th July and Straits 28th July, General—Jardine, Matheson & Co.	
MOSTAGLE, British str., 2,383, S. Robinson, R.N.R., 25th July—Vancouver, 28th June, Mails and General—C. P. R. Co.	
NIKKA MARU, Japanese str., 1,044, W. Nakagawa, 29th July—Hongay 26th July, Coal—A. Buue.	
ONSANG, British str., 1,787, Reo Core, 27th July—Pula Lant 19th July, Coal—Jardine, Matheson & Co.	
PHU YEN, French str., 1,249, Bouisson, 31st July—Saigon 26th July, Rice—Bradley & Co.	
PROGRESS, Norwegian str., 1,671, Thor. Schjyvig, 28th July—Sandakan 23rd July, General—Wallem & Co.	
PRONTO, Norwegian str., 1,833, J. Seeborg, 2nd August—Saigon 28th July, Rice—Chinese.	
PROTEUS, Norwegian str., 1,015, Kaldarap, 25th July—Bangkok 23rd July, Rice and Timber—Aagaard, Thorsen & Co.	
SAMSEN, German str., 988, F. Schmeitz, 28th July—Bangkok 20th via Swatow 17th July, Rice and Sundries—Butterfield & Swire.	
SINGAN, British str., 1,046, F. Jamieson, 1st August—Haiphong and Hoibow 31st July, General—Butterfield & Swire.	
SKRUMSTAD, Norwegian str., 860, O. Hansen, 30th July—Saigon 26th July, Rice and Flour—Aagaard, Thorsen & Co.	
SOLDAT, Norwegian str., 897, N. Bjersgaard, 1st August—Saigon 27th July, Rice—Aagaard, Thorsen & Co.	
TEAN, British str., 1,316, A. Somerville, 2nd August—Manila 30th July, General—Butterfield & Swire.	
TELEMACHUS, British str., 1,340, Jas. Williamson, 31st July—Saigon 27th July, Rice—Chinese.	
TOKA MARU, Japanese str., 3,610, F. Nagao, 28th July—Shanghai 25th July, General—Nippon Yusen Kaisha.	
WASHING, British str., 1,170, Richard, 30th July—Moji 25th July, Coal—Jardine, Matheson & Co.	

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Documents translated from or into Chinese or Colloquial Chinese.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.	REMARKS
Kaiser Franz Josef I, Austrian cruiser, 4,300, Capt. Ferdinand Buhlay, Northern Waters	
Alouette, river gunboat, Lieut. Millet, Cochinchina	
Argus, gunboat, 123 tons, guns, 500 h.p., Lieut. Jeanon, Canton	
Caronde, gunboat, Lieut. Kerohad, Saigon	
Didiee, gunboat 645 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L. Esq, Haiphong	
D'Entrecasteaux, French cruiser, 8,000, Capt. Richard, Commander in Chief, 970 tons, 12 guns, 13,410 h.p., Capt. Martel	
Esturgeon, submarine, Saigon	
Henri Riviere, gunboat, Lieut. Portier, Haiphong	
Jacquin, river gunboat, Lieut. Le Corolle, Annam-Tonkin, reserve	
Javeline, destroyer, 330 tons, 7 guns, 300 h.p., Lieut. Sagos-Duvancour, Saigon	
Korsaint, gunboat 1250 tons, 6 guns, 2200 h.p., Comdr. Simon, Saigon	
Lynx, submarine, Lieut. Armbrester, Saigon	
Montcalm, cruiser (Flagship of Vice-Admiral Richard, Commander in Chief), 970 tons, 12 guns, 13,410 h.p., Capt. Martel	
Monsieur, destroyer, Lieut. Duchemin, Baie d'Along	
Olry, gunboat, Lieut. Grelhier, Yangtze	
Poth, gunboat, Lieut. Marcoland, Tongking	
Perle, submarine, Saigon	
Pistol, destroyer, Lieut. de Reinsch Werth, Baie d'Along	
Protes, submarine, Lieut. Glorieux, Saigon	
Rapier, destroyer, 330 tons, Lieut. Vincent de Brighignac, Saigon	
Redoutable, battleship, (in reserve) 9347 tons, 8 guns, 6771 h.p., Rear Admiral de Marolles, Saigon	
Sabre, destroyer, 330 tons, Lieut. Mallier, Styx, armoured gunboat, 1796 tons, 10 guns, 1700 h.p., Duc, Saigon	
Surprise, gunboat, 620 tons, 2 guns, 900 h.p., Lieut. Roque, Haiphong	
Taking, gunboat, Yangtze	
Takou, destroyer, Com. Turquem, Saigon	
Vanban, torpedo-boat (reserve), 6150 tons, 23 guns, 4580 h.p., Hongay	
Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Brugnon, Canton	
GERMAN.	REMARKS
Furst Bismarck, (flagship), 10,900 tons, 36 guns, 14,000 h.p., Komdr. Admiral Brouning, Tsingtau	
Illis, gunboat, 1000 tons, 10 guns, 1300 h.p., Captain Kisel	
Jaguar, gunboat, 800 tons, 10 guns, 1300 h.p., Commander Kloeber, Yangtze	
Leipzig, cruiser, Commandant von Rothenberg, Paulsen	
Luchs, gunboat 850 tons, 10 guns, 1344 h.p., Commander Hartog	
Niebo, cruiser, Commandant Witschel	
Phetis, cruiser, 2650 tons, 24 guns, 8000 h.p., Captain Glisat	
Tiger, gunboat, 100 tons, 10 guns, 1300 h.p., Commander V. Abke	
Tsingtau, gunboat, 170 tons, 5 guns, 1300 h.p., Lieut. Brehmer	
Vaterland, gunboat—uns. 3 guns, 500 h.p., Lieut. de Spesselt	
ITALIAN.	REMARKS
Vesuvio, cruiser, 2,145 tons, Baron de Saint Pierre, Shanghai	
PORTUGUESE.	REMARKS
Rio Lima, cruiser, 220 tons, 7 guns, Macao	
UNITED STATES.	REMARKS
Ararat, gunboat, Ensign R. R. Riggs commanding, Cavite	
Bainbridge, torpedo-boat destroyer, 420 tons, Lt. C. H. Woodward commanding	
Barry, torpedo-boat destroyer, 420 tons, Lt. A. E. Watson commanding, Manila	
Callan, gunboat, 699 tons, Ensign Gay Whitlock commanding, Manila	
Chataaugwa, cruiser, 3100 tons, Commander J. Sharp, Yangtze	
Cincinnati, cruiser 3213 tons, Commander J. M. Robinson, Amoy	
Colorado, armoured cruiser, 13,500 tons, Captain Sidney A. Statton	
Concord, gunboat, Commander Boush, Manila	
Eleana, gunboat, 560 tons, Lt. Commander Hugh Rodman, Cavite	
Galveston, cruiser, 3100 tons, Commander W. G. Cutler	
Helena, gunboat, 1397 tons, Commander J. C. Gilmore, Manila	
Maryland, armoured cruiser, 13,500 tons, Capt. John R. Lingersoll	
Monadnock, monitor, in reserve, Lt. Commander J. L. Purcell, Cavite	
Paragua, gunboat, 291 tons, Ensign A. B. Reed commanding, Cavite	
Pennsylvania, armoured cruiser, 13,500 tons, Capt. Thom & C. McLean	
Quincy, gunboat, Lieut. P. L. Bisset, Manila	
Raleigh, cruiser, 3213 tons, Commander F. F. Fletcher, Manila	
Villaboa, gunboat, 347 tons, Ensign A. Andrews commanding, Manila	
West Virginia, armoured cruiser, (flagship of Rear Admiral Brownson), 13,500 tons, Capt. Convey H. Arnold	
Wilmington, gunboat, 1397 tons, Commander W. L. Rodgers, Manila	

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